



UTB Systems Center Newsletter



FIRST and SECOND QUARTER

FISCAL YEAR 2002

The UTB Systems Center Newsletter is an authorized publication of news and information concerning the UTB community. Editorial content is unofficial and not for authority or action. The views and opinions expressed herein are not necessarily those of the Department of Transportation or the United States Coast Guard. BMCS Rick Thornton Editor.

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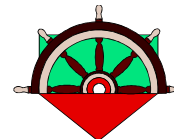
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Kimball Winner Correction

Station Burlington was missed when we put out the last newsletter. I apologize for the oversight. See the next page for the correction and the correct reference. Congratulations to the crew and command for this achievement.

The Editor.

FROM THE PILOTHOUSE



By LT S.K. Whalen
Chief, UTB Systems Center

Change is in the Air

Change can be difficult to deal with. Some make the transition to new things easily while others resist anything unfamiliar. Change is in the air Coast Guard wide. I am personally excited to see what these changes have in store for us.

Ratings Merger

The biggest change coming down the track is the merger of the BM and QM ratings. Here in Yorktown the Quartermaster School graduated its' last class on 07 June 2002 in a moving ceremony that included many previous school chiefs and instructors. I wish to personally welcome these members to UTB Systems Center and look forward to working with them. They are thorough professionals.

BM "A" & "C" School

Another change, BM School goes active duty this year and expands to 12 weeks. The staff, along with civilian contractors are working diligently to complete the finishing touches on the new course. Although much of the information is not new to BM or QM ratings, its' packaging and delivery will be better than ever. The one big change will be the inclusion of Navigation Rules of the Road into the Curriculum.

The systems center staff has more than doubled since our last newsletter. We have brought in some folks who had been assigned here previously as Standardization Team members and instructors. Five additional UTBs have been added to our inventory and our maintenance staff is developing innovative methods to meet the maintenance challenge that is coming.

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Sumner I. Kimball High Readiness Award Recipients

41' UTB FY-2001



*District 1 Station Burlington
 Station Southwest Harbor
 Station Rockland*

*District 5 Station Wrightsville Beach
 Station Crisfield
 Station Oregon Inlet
 Station Fort Macon*

*District 7 Station Cortez
 Station Sand Key*

District 8 Station Port O Connor

*District 9 Station Bayfield
 Station Milwaukee*

This award recognizes the achievement of high readiness by shore units with a 41' UTB attached during biennial STANTEAM assessment visits. It recognizes both crew proficiency and boat material condition as essential readiness components. COMDTINST 1650.2 provides the eligibility requirements.

Congratulations to these stations for their hard work in achieving this high readiness award.

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Nonstandard Boat Training Team

UTB Systems Center is standing up a Nonstandard Boat Training Team. Five members are now assigned and putting things together to get on the road. They will provide exportable training throughout LANTAREA. One special member of this team is Andy Whyte who comes to our team from the Royal National Lifeboat Institute (RNLI) in England. He brings significant expertise in training and small boat operations. We are looking forward to his permanent arrival in September.

Electronic Navigation

Chart plotters are visible on the horizon for the UTB. Moreover, Electronic Navigation (a.k.a. E-Nav) is becoming a fundamental knowledge requirement of the BM rating. Many operational units are utilizing this technology today and many are working hard to begin incorporating the basic concepts of E-Nav into Performance Qualifications as well as "A" and "C" schools.

Response Boat

Finally, the terms UTB and Nonstandard Boat (NSB) are nearing the end of their usefulness. Response Boat - Medium, Response Boat - Homeland Security and Response Boat - Small (RB-M, RB-HS, RB-S respectively) will become common acronyms. Perhaps we'll even embrace DHS – Department of Homeland Security?

Professionalism

With all the changes I've mentioned and those that we've already incorporated into our daily lives (SARMIS, AOPS, TMT, etc) one thing remains constant. The professionalism exhibited by those we see in the field and those who pass through our doors. We'll continue to maintain a strong commitment to the professionalism and safety of those we serve.

One final note, please continue to keep us apprised of boat issues that concern you and recommendations for improvement in our training curriculum. And if you really want to be an instructor and pass on that knowledge to others, there has never been a better time to put UTB Systems Center on your ADC (uh, E-Resume).



www.uscg.mil/tcyorktown/Ops/UTB

Our website is back up, surf on over for a visit

AOPS/ TMT common problems

By CWO Tom Guthlein
Assistant Chief UTB Systems Center

This article will discuss the most common problems with the AOPS/TMT program. We are going to try and keep the field up to date on how to have this program perform better and be more effective for the unit. By teaming with the writers of the program in Martinsburg, West Virginia, we should be able to keep everyone informed on the most effective way to use the program.

Currently, we have a power point presentation that was written by Mr. John Barrett (Martinsburg), which walks you through both program applications. Send us an e-mail if you need it.

The following are common TMT problems:

1. *Not assigning competencies to the unit.* This must be done before tasks will be listed to track training.
2. *Not assigning competencies to individuals.* This enables a unit to track the currency of individuals and their progress towards certification goals.
3. *Not granting certifications or getting authority to grant certifications.* You must request authority for yourself or training petty officer, from Martinsburg.
4. *Not assigning unit specific tasks.* Units must assign AOR tasks to the Boat Core requirements. The boat core requirements include First Aid, physical fitness, and survival swim. These tasks are boat core because they are required for coxswains, engineers, and crew.
5. *Units not aware that the system tracks the currency cycle from 01 January to 30 June, and 01 July to 31 December.* This was outlined in the revised Boat Crew Training Manual.

Problems with TMT that are being worked on:

1. Problems with displaying underway tasks completed when TAD to a unit other than the members PCS assigned unit. This correction should be in place when you read this article. The information has been captured and stored in the database. The report has not yet shown the activity at another unit.
2. Station small personnel are not listed in PDS where they are physically located. This complicates data capture and reporting training.

The following are common AOPS problems:

1. Not insuring that the correct resources, boat numbers, are as they exist. Capturing the activity against the wrong hull number causes lots of problems. This is extremely important since 9-11 reassigning of many boats.
2. Not keeping up with data entry.
3. Not completing approval.
4. Night operations not being checked. We have one task now to capture night activity.
5. All status changes require an entry. Frequently we have UTBs, MLBs or N/S boats u/w for months. Stay current within 72 hours after activity.
6. ZULU offset insures that accurate zone description is entered and updated when the clock changes. AOPS stores and compute activity internally using GMT (although activity is entered local time in local time, the data base tracked worldwide with universal GMT).

These are the most common problems we have seen during our visits over the last few months. If you have any other problems please send us an e-mail. The AOPS/TMT program will only work if you help fix the problems that arise.

Alternative First Aid and CPR class

By BM1 Mary Watson

We received a call from the EMT school instructors. They stated that there are alternative first aid and CPR courses that meet the requirement for crewman qualification Task BCM-02-03-ANY. Our office is looking into this and a message will follow with further direction. As for now continue to use the following courses.

- American Heart Association (AHA)
- American Red Cross (ARC)

We recommend that people get the cards that come with these courses to have for your training record and members use. You can also have a certified instructor fill out a roster with the students' names and instructor's certification information.

See article on 30 T money for info on paying for classes.

Failure of Survival Gear

By BMCS Rick Thornton

If any rescue and survival gear should fail or be involved in a mishap, it is imperative that all this equipment be preserved in its' present condition and you contact CWO Kirk Neprud (G-OCS) for direction.

He is responsible to conduct a proper investigation into why that gear failed and what can be done to correct any equipment in the field.

PPE funding levels increase

By BMCS Rick Thornton

According to the current FY-02 budget model, there was an increase in the Basic and Cold weather allowances for PPE. The Basic increased from \$697.00 to \$901.00 and the Cold from \$951.00 to \$1037.00. In addition, some unit's personnel billet allowances reflect new personnel changes.

This increase is to fund the rising costs of the equipment and speed funding for recognized shortages in the field. This should encourage units to know that your Office of Boat Forces is moving forward in the funding arena to get you the equipment your crews are required to wear. CWO Neprud, the Rescue and Survival guru, is working hard to bring the latest equipment to the field and get the money needed to implement it.

Inflatable PFD user awareness

By BMCS Rick Thornton

The new inflatables offer comfort and convenience, but knowing the capabilities and limitations of this new equipment is imperative. The following has been reported from the field:

- During a major flooding casualty, the engineer entered the engine room to repair the leak. While reaching into the bilge to plug the hole, the vest inflated when the lower part of the vest was submerged. The engineer had to deflate the vest and then exited the engine room.
- While reaching across the dash panel of a nonstandard boat, the manual inflation cord caught on the throttle controls and the vest inflated.

Remember that these devices are ready to go and will inflate when they are needed. They do offer great floatation and will keep your head out of the water. Just be aware of the inherent nature of these new PFDs.

CG Navigation Standards Manual

By BMCS Rick Thornton

The CG Navigation Standards Manual COMDTINST **M3530.2A** establishes navigation standards for shore based boats. This requirement applies to both *standard* and *nonstandard* boats.

Chapter 2 and enclosure 7 relate the standards for navigation that boat crews are required to follow whenever underway. Some of the highlights of the manual include:

Commands shall:

- Establish set procedures for their AOR.
- Identify hazards to navigation.
- List waypoints that the unit boats will follow while underway.
- List of charts required to be up to date
- Surf stations (natural ranges and surf ops requirements).

Coxswains will:

- Layout charts with (pen & ink common track lines, turn bearings, danger ranges, etc.).
- Have corrected charts.

Boat Crew Training Manual revision

By BMCS Rick Thornton

The **revised** Boat Crew Training Manual **M16114.9D** has just been approved. Some of the changes to the manual are as follows:

- Reinstate Heavy Weather Coxswain position
- Update Command Cadre certification requirements to establish CO/OIC parity
- Clarify Physical Fitness requirements
- Establish Jan-Jun and Jul-Dec currency periods
- Update AOPS/TMT training documents
- Sets minimum Underway Hour requirements
- Clarify Open Water Survival Exercise
- Standardizes Training Record filing layout
- Changes Qualification Codes
- Update Boat type classifications
- Adds new currency requirements for Coxswain, Engineer and Crewman positions
- Clarifies currency requirements
- Adds AOR exercise to re-certification process

You can see the manual at the G-OCS web page.
<http://cgweb.comdt.uscg.mil/G-OCS/ocshome.htm>

Rescue and Survival Manual revision

By BMCS Rick Thornton

The **revised** Rescue and Survival Manual, **M10470.10 E** has also been updated to include some of the following:

- Clarifies policy for wearing a dry suit on all boats when water and air temperature is below 50 degrees.
- Clarifies the wearing of Layer 1 and Layer 2 undergarments.
- Adds Maintenance Procedure Cards for all authorized styles of inflatable PFD's.
- Adds Maintenance Procedure Cards for the P6 dewatering pump.
- Authorizes the MSD 900 Mustang Dry Suit in addition to the Kokotat.
- Removes the life ring line and adds a throw bag for rescue line/life ring line.
- Makes the AF-538 inventory annual vs. semi-annual.

Exhaust pipe hangars

By MK1 Brian McGinnis

During a recent visit to Station Philadelphia (congratulations on the establishment of a new station), previously unknown brackets were brought to our attention. This unit discovered these brackets on a print and had them installed. Upon review of print 41 UT 4103-55 we have concluded that these brackets are required and will start checking the UTBs for these brackets during our visit.

These brackets are connected to the exhaust system fixed elbows on port and Starboard engines. These are attached at the overhead to offer support for the piping. Exhaust leaks have been known to occur at the flexible exhaust section and at the bulkhead 10 where the pipe is mounted, these hangars will help prevent these casualties from occurring.

If you have questions on detailed installation procedures you can contact MK1 Malone at Station Philadelphia, who brought this to our attention.

Bottom Paint Color correction

By MK1 Brian McGinnis

In the new Coatings and Colors Manual **M10360.3B**, chapter 11, page 3, Table 11-2 shows the UTB U/W Body color as black.

The problem is if the unit is using **SN-1 No Foul E** paint, the final coat is **white**. If the unit is using **Intersleek**, the final coat is **black**.

This is according to ALCOAST 343/00, which can be found at <http://cgweb.comdt.uscg.mil/G-OCS/Boats/No-Foul.htm>

The manual will be changed to add a note that the color can be black or white depending on the type of underwater body applied.

Engineering Changes on the way

By MK1 Brian McGinnis

First let's start off with some new terminology, the term Boat Alteration (BOATALT) has been changed to Engineering Change (EC). This reflects the term that the Coast Guard uses as a standard subject for engineering changes fleet wide. The only difference is in the boat number or ship designation.

Let's move on to the latest EC's to come to the field.

- **HORN REPLACEMENT: 41-UTB-(C)-105**
Replaces the electric horn with a Kahlenberg air horn.
- **BATTERY CHARGER: 41-UTB-(C)-107**
New smaller battery charger that is gel cell battery compatible.
- **TWELVE VOLT POWER OUTLET: 41-UTB- (B)-108**
Provides a connection point for 12 volt accessories (i.e. Cell phone).
- **NAVIGATORS CHAIR REPLACEMENT: 41-UTB (C)-109**
Replaces existing navigators chair.

As with anything, if you have questions on installation give us a call and we will help you through the process or get you the needed answers.

The following Engineering Changes are still in prototype phase or nearing approval:

- Spotlight Replacement
- Radar/Chart plotter/GPS Replacement
- Alarm Panel Renewal

Cleat Safety Advisory

TRACEN Yorktown message 292011 May 02

See the information and pictures from the advisory on our web page.

WWW.USCG.MIL/TCYORKTOWN/OPS/UTB/STANTEAM.HTM

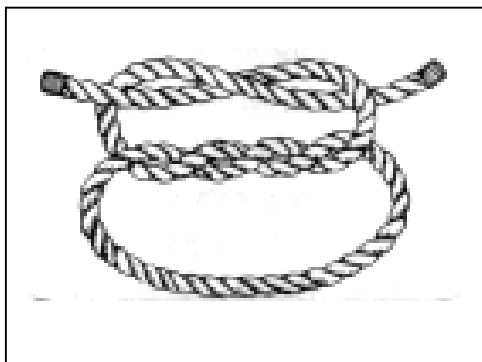
Speed Over Ground (SOG)

The 3 & 6 Minute Rule

By CWO Tom Guthlein

A useful rule when piloting to determine your actual speed over ground is the "**3-minute rule**". On the assumption that one nautical mile is equal to 2,000 yards, the travel of a vessel in yards in three minutes divided by 100 is equal to the speed of the vessel in knots. One way you can use this rule on your boat is by noting the time and distance to a fixed point or object (such as a jetty, day structure, etc....) that can be identified on radar. Three minutes later you note the range to this object dead ahead or astern as 0.75 on your radar Variable Range Marker (VRM). As the three-minute rule works in yards, you would convert 0.75 NM into yards, getting 1500 yards. Your speed over ground would be approximately 15 knots (1500 divided by 100).

Since the radar on all standard boats reads in nautical miles, you can easily use the "**6-minute rule**", which requires no converting to yards. Example: You pass the end of a jetty, noting the time. Six minutes later, you note on the radar VRM that the jetty is 2.15 NM behind you. You simply move the decimal point one place to the right getting 21.5 knots and you get *Speed Over Ground*.



Surgeons Knot: This knot is required to tie the MK-124 lanyard to the survival vest or equipment pouch. Though simple to tie most find the description difficult to understand. As you can see the knot is similar to a Reef knot with an extra overhand turn at the start. *Remember that on the MK-124 a **round turn** is required prior to tying the surgeons knot.*

Paint number changes

By MK1 Lee Airth

I received a call yesterday about the paint that is listed in the 41' UTB Operators Handbook. The petty officer said that the paint listed for the electrical panels "Blue 15123" is the correct color but the NSN is for Latex paint and is only to be used on wood and masonry surfaces. So, we both looked into the new Coatings and Color Manual (M10360.3B) and we found the correct NSN.

After this discussion I thought I should check into the rest of the NSN numbers and make sure they were correct. I found that most of the numbers listed in the 41' UTB Operators Handbook are **incorrect**, listed below are the correct NSNs. Remember that the paint number starts with **8010**.

Color/Number	Old NSN	New NSN
Yellow/13538	01-349-9005	01-396-6805
White/17875	01-333-9449	01-360-8067
Blue/Gray/16099	01-360-9307	01-360-8068
Brown/20117	01-382-1892	01-382-1896
Intl Orange/12197	01-333-9811	01-360-9306
Blue/15123	01-333-9821	01-396-6797
Red/11105	01-333-9813	01-396-6798

The Epoxy Primer FM# 156 NSN has been changed to a new NSN and different color

Epoxy Primer # 150 00-410-8452 01-350-4742

The Aluminum Polish NSN listed in the 41' UTB Operators Handbook is incorrect. The correct NSN is 7920-00-823-9818.

Training Money or the illusive 30T

By BMCS Rick Thornton

Many people have called inquiring about funding for things such as First Aid Courses and the accompanying cards and certificates that go along with them. Most concerns cover what the unit sees as a cost they cannot afford to spend. Depending on your area the course can run \$35.00 per person or if you work with the local fire department, some only charge the cost of getting the cards to the member at around \$6.00.

Well, there is funding available from an outside source. It is the 30T account. This fund is kept at the District level for all kinds of recurring training. At the unit you have to request money through the Group and up to the District and HQ for training that will take place in the following year. Since we are along in the present cycle you may be able to get some fallout. But at the next budget cycle you need to request funding for those courses that you might need for the next fiscal year.

Another reason for requesting the funding is to make the decision makers, who fund training, aware of the need at the field level. If you don't ask then you'll keep using funds out of the OG30 account that would be better spent on other needs at the unit. So help those that can help you by letting them know of your need.

Remember that mandated training is a Priority One request and should be funded before all discretionary training.

*If you have some information
the field needs to know or an
article for the UTB Newsletter,
forward it through your CO/OIC
and we would be happy to
include it in the next issue.*

New Life raft Configuration

By BMCS Rick Thornton

The present life raft is being replaced with a 6-person style that has a smaller case with handles. The raft will be easier to carry and deploy. It will also come with a hydrostatic release mechanism that is connected to the cabin. This new installation will require a different attachment configuration, which is posted to: [HTTP://CGWEB.COMDT.USCG.MIL/G-OCS/41 'UTB/RAFTINSTALL.DOC](http://CGWEB.COMDT.USCG.MIL/G-OCS/41%20UTB/RAFTINSTALL.DOC)

See the below picture or visit our web page for more details. See COMDT G-OCS message 201316Z JUN 02 for full information.

